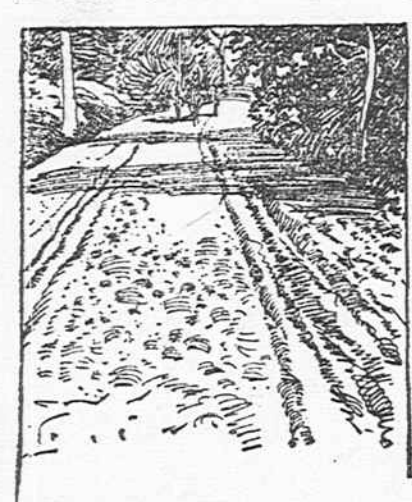


ROADS ON ROADS.

The suggestion which was some time ago made in these columns that able-bodied inmates of prisons and penitentiaries be set at work building improved roads seems at last to be acted upon to a considerable extent and with gratifying results. The convicts in the state prisons are as a rule otherwise employed, but those in charge of the penitentiaries have not been able to provide work in prison shops for the prisoners under their control and so have sought it outside. In eight or more counties of this state the penitentiary prisoners are employed either at roadbuilding or at crushing stone for roadbuilding. It is not known that any bad effects have been experienced from the undertaking, while the good effects are numerous and obvious. Among the latter these are conspicuous: The prisoners have the physical and moral benefit of healthful labor in the open air; the prisoners are made to pay their way instead of being a heavy charge upon the community; the construction of good roads is promoted, and the cost of them is decreased, and the number of prisoners is diminished, for tramps and other "sons of rest" avoid counties where committal to the penitentiary means stone breaking and roadbuilding. It may be added that one of the chief objections to the system—the offensive parading of convicts in the public view—has been found groundless, for no one would take the penitentiary prisoners working on the roads to be other than ordinary laborers.

There is reason to believe that this system might profitably and properly be extended throughout the state and be applied to the inmates of state prisons as well as of penitentiaries, when other work fails. The prisoners might also be employed at repairing and maintaining the roads after they are built. Most of the prisoners at Sing Sing are now at work, but it is not long since most of them were idle and were seriously suffering, morally and physically, from enforced idleness, and yet within a few hours' drive from Ossining are hundreds of miles of roads that are in their badness a reproach to the community and a cause of vexation and of actual pecuniary loss to all who are compelled to use them. We do not mean, of course, that counties and towns are to wait until prisoners can be secured to build good roads. But whenever and wherever able-bodied prisoners are idle the reproach of bad roads is aggravated twofold. All roads should be made and kept good, and all prisoners who are able to work should be kept at healthful and profitable work. Those are two things which the state cannot afford to neglect.



HARD ON THE HORSE.

on highway travel, whether toward increasing or decreasing its volume or as reducing the length of haul by horses and wagons and changing its direction. Practically all of these railways parallel important highways between the principal cities and towns. Many of them have franchises from the state granting the right of construction and operation directly on the public highways, while others own part of them in the shape of purchased rights of way. The cars on these lines transport passengers from town to town or between the points on the road as comfortably, more cheaply and almost as quickly as the steam cars between stations and far more quickly and agreeably than the trip, long or short, can be made by horse and buggy or wagon. It seems obvious, therefore, that the electric roads will tend to reduce the light passenger travel along the wagon roads which they parallel.

tentions have been defeated in the supreme court of Ohio. This freight or express business promises in the near future to become more profitable to the roads than the transporting of passengers and to grow more rapidly in volume. It cannot be doubted that this draws wagon traffic from the parallel highways.

As yet few if any of the electric roads have attempted to embark in the heavy freight business in this country, though it has been done in Europe. We may safely predict, however, that in time the traction companies will attempt to secure much of this business also, unless legal restrictions debar them, or they can operate as cheaply as the steam roads, and in many cases they have advantages over the latter in facilities for handling such freight.

However, if the interurban roads reduce the travel between towns on the highways which they parallel, they will surely increase the travel on the cross-roads leading from the farms to the railways and which act as feeders to the steel ways. They will also undoubtedly increase the volume of travel on the roads reaching from villages off the lines of the electric and steam roads to those through which these lines extend.

Good road advocates have no reason for becoming apprehensive that the extension of the interurban electric railways will cause any of the wagon roads to be abandoned and to fall into decay. While they seem likely to reduce traffic on some of the main thoroughfares connecting towns, their effect will be to increase the number of short hauls in the aggregate on others. It is at any rate a factor in highway improvement.

The progress being made here and abroad in the manufacture of practical and economical steam and gasoline trucks and "lorries," as well as passenger coaches, for the transportation of freight and passengers on the public highways offers the good roads enthusiast sufficient guarantee for a counteracting influence tending to give the interurban wagon way a new importance. It will probably then come to a struggle between the operator of the motor stage and the electric traction companies to decide which of them can reduce the cost of operation to the lowest point.

When Traveling Was an Effort.
The roads in Poland at the beginning of the nineteenth century were so bad that twelve horses were required to draw a traveling carriage, and sometimes sixteen horses were needed to drag it at a foot pace through the mud.

Good Roads Growing in Favor.
The value and importance of good roads are appreciated more and more each succeeding year, not only by people in the rural districts, but by inhabitants of towns and cities as well.

KICK A DOG

Kick a dog and he bites you. He bites you and you kick him. The more you kick the more he bites and the more he bites the more you kick. Each makes the other worse.

A thin body makes thin blood. Thin blood makes a thin body. Each makes the other worse. If there is going to be a change the help must come from outside.

Scott's Emulsion is the right help. It breaks up such a combination. First it sets the stomach right. Then it enriches the blood. That strengthens the body and it begins to grow new flesh.

A strong body makes rich blood and rich blood makes a strong body. Each makes the other better. This is the way Scott's Emulsion puts the thin body on its feet. Now it can get along by itself. No need of medicine.



This picture represents the Trade Mark of Scott's Emulsion and is on the wrapper of every bottle. Send for free sample. SCOTT & BOWNE, 439 Pearl St. New York 50c. and \$1. all druggists.

FLOWER AND TREE.

Palms and ferns should never be allowed to stand in a draft. When moss is seen on fruit trees, it may be taken as evidence of lack of thrift in the trees.

The ideal soil in which to set a plant is one that is moist, without being water soaked, neither too dry nor too wet. In connection with any plants must be taken to keep the soil moist.

In India the tea plant is naturally a tree, but by means of pruning it is kept so small that it seems to be only a bush.

For setting in a dry soil the plant should be well rooted and stocky, as it must depend on the roots it already has to make a start.

Vines of all kinds flower and fruit freely only after they have reached the top of their support. When they have "arrived," they set about blooming.

Peonies should be planted in October. Once planted they should not be disturbed, but should be allowed to form strong clumps. Thus treated the flowers increase in size and beauty with each succeeding season.

Brain Weights.

The average weight of a Scotchman's brain is sixty ounces, an Englishman's forty-nine, a Frenchman's a little over forty-five. The weight of Dutch, Prussian, Italian and Lapp brains come near that of the Englishman, while the German brain is in many instances heavier. Among Hindoo and other races in India it is from forty-one to forty-four ounces, but Mussulmans average more and the Khonds, one of the aboriginal races of India, much less—only thirty-eight ounces. Travelling toward China, the brain weight of the tribes there settled increases. In Africa the average weight is from forty-three to forty-eight ounces; in America that of the Indian averages forty-seven ounces; in Australia from forty to forty-two ounces.

Origin of Word Gringo.

The word "gringo," which Mexicans apply to Americans when speaking of them with contempt, is said to have had its origin thus: During the Mexican war our soldiers got into the habit of calling the simple Mexican soldiers whom they took prisoners "greenies," to signify their ignorance of things in general and of military tactics especially. The Mexicans retaliated by calling the Americans "greenies," and this word finally degenerated into "gringos."

Her Smile.
He looked despairingly into vacancy. "I have had my misgivings," he said in a dull, passionless voice, "but now I am sure. Your laugh shows me you are utterly heartless."

She turned pale.
"Heaven's!" she cried in terror. "Did I open my mouth as wide as that?"

Candid.
"Do you mean to say that you have not read all of Shakespeare's plays?" "No," answered Miss Cayenne. "To tell the truth, I did not mean to say it. As in the case of most people, the confession slipped out quite by accident."—Washington.

The iron pen mentioned by Job in the book of that name in the Bible is supposed to have been a steel graver used for cutting inscriptions on stone.

SOUTHERN RAILWAY.

Central Time at Jacksonville and Savannah. Eastern Time at Other Points. Schedule in Effect June 30th, 1911.

NORTHBOUND.		Stop	No.	Day
Lv. Jacksonville (P. S.)	1:00	100	100	100
Lv. Savannah (So. Ry.)	2:00	100	100	100
Lv. Brunswick	3:00	100	100	100
Lv. Charleston (So. Ry.)	4:00	100	100	100
Lv. Summerville	5:00	100	100	100
Lv. Branchville	6:00	100	100	100
Lv. Orangeburg	7:00	100	100	100
Lv. Kingville	8:00	100	100	100
Lv. Columbia	9:00	100	100	100
Lv. Augusta (So. Ry.)	10:00	100	100	100
Lv. Graniteville	11:00	100	100	100
Lv. Aiken	12:00	100	100	100
Lv. Trenton	1:00	100	100	100
Lv. Johnston	2:00	100	100	100
Lv. Columbia (Bldg St.)	3:00	100	100	100
Lv. Winnsboro	4:00	100	100	100
Lv. Chester	5:00	100	100	100
Lv. Rock Hill	6:00	100	100	100
Lv. Charlotte	7:00	100	100	100
Lv. Danville	8:00	100	100	100
Lv. Richmond	9:00	100	100	100
Lv. Washington	10:00	100	100	100
Lv. Baltimore (Pa. RR.)	11:00	100	100	100
Lv. Philadelphia	12:00	100	100	100
Lv. New York	1:00	100	100	100

SOUTHBOUND.		Stop	No.	Day
Lv. Louisville	1:00	100	100	100
Lv. Cincinnati	2:00	100	100	100
Lv. Knoxville	3:00	100	100	100
Lv. Asheville	4:00	100	100	100
Lv. Spartanburg	5:00	100	100	100
Lv. Columbia	6:00	100	100	100
Lv. New York (P. S.)	7:00	100	100	100
Lv. Baltimore	8:00	100	100	100
Lv. Washington (So. Ry.)	9:00	100	100	100
Lv. Richmond	10:00	100	100	100
Lv. Danville	11:00	100	100	100
Lv. Charlotte	12:00	100	100	100
Lv. Rock Hill	1:00	100	100	100
Lv. Chester	2:00	100	100	100
Lv. Winnsboro	3:00	100	100	100
Lv. Columbia (Bldg St.)	4:00	100	100	100
Lv. Johnston	5:00	100	100	100
Lv. Aiken	6:00	100	100	100
Lv. Graniteville	7:00	100	100	100
Lv. Augusta	8:00	100	100	100
Lv. Columbia (So. Ry.)	9:00	100	100	100
Lv. Orangeburg	10:00	100	100	100
Lv. Branchville	11:00	100	100	100
Lv. Charleston (So. Ry.)	12:00	100	100	100
Lv. Brunswick	1:00	100	100	100
Lv. Savannah	2:00	100	100	100
Lv. Jacksonville (P. S.)	3:00	100	100	100

Sleeping Car Service.

Excellent daily passenger service between Florida and New York. Nos. 3 and 30—New York and Florida Express. Drawing-room sleeping cars between Jacksonville and New York. Pullman drawing-room sleeping cars between Port Tampa, Jacksonville, Savannah, Washington and New York. Pullman sleeping cars between Charleston and Richmond and Charleston and Norfolk. Dining cars between Charleston and Savannah. Nos. 3 and 30—U. S. East Mail. Through Pullman drawing-room buffet sleeping cars between Jacksonville and New York and between Jacksonville and New York and Charleston and Charleston and Richmond. Dining cars serve all meals en route. Pullman sleeping cars between Jacksonville and Charleston en route daily between Jacksonville and Charleston en route daily.

FRANK CANNON, S. H. HARDWICK, Third V. P. & Gen. Mgr., Gen. Pass. Agt., Washington, D. C. W. H. TALOR, R. W. HUNT, Asst. Gen. Pass. Agt., Div. Pass. Agt., Atlanta, Ga. Charleston, S. C.

Teachers' Examination.

The regular spring examination for teachers' certificates in Fairfield County will be held at Winnsboro, February 21. As none but those having certificates can now teach in the public schools of the county, it is highly important that all who expect to teach in the county within the next few months stand this examination.

W. L. ROSEBOROUGH, JR., Co. Supt. Education. 1-29-1m

SEED CORN.

I have for sale Currier's Profile Seed Corn, the best of all the white varieties, and a fine early yellow corn, which I have planted for twenty years, with the very best results. Can ship F. O. B. Rockton, or deliver at W. H. Rabb & Co.'s at Winnsboro.

I also have for sale a fine three-year-old Jersey Bull from one of the best herds in the State.

T. W. RUFF, Rockton, S. C.

MONEY TO LOAN.

I will make loans in reasonable amounts on first mortgages of farming lands at seven per cent. straight interest. Payments in installments in not less than five years, and no brokerage or commissions charged. Apply to J. E. McDONALD, Winnsboro, S. C. or A. E. DAVIS, Monticello, S. C.

HORSES

AND MARES.

I have 10 or 12 real nice horses that I will sell cheap or will trade them for thin mules. If you need a horse come to see me and I will let you have one that will give you satisfaction.

CATTLE.

I have four very fine Milch Cows that I will sell or trade them for dry cattle.

A. Willford.

Virginia-Carolina Chemical Company,

CHARLESTON, S. C. RICHMOND, VA. ATLANTA, GA.

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We are in position to furnish all classes of goods and in such quantities as buyers desire. It will pay you to see us before purchasing.

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—A LOT OF—

BUGGIES AND SURREYS

—FOR—

Young Mules & Horses.

D. A. Crawford.

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BEST FOR THE SOUTH.

Every Gardener, Farmer and Trucker should have Wood's 1902 Descriptive Catalogue. It not only gives reliable, practical, up-to-date information about all seeds, but also the best crops to grow, most successful ways of growing different crops, and much other information of special interest to every one who plants seeds. It tells all about

Vegetable and Flower Seeds, Grass and Clover Seeds, Seed Potatoes, Seed Oats, Tobacco, Seed Corn, Cow Peas, Soja, Velvet and Navy Beans, Sorghums, Broom Corn, Kaffir Corn, Peanuts, Millet Seed, Rape, etc. Catalogue mailed free on request.

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IN ALL ITS DEPARTMENTS with a full stock of Caskets, Burial Cases and Coffins, constantly on hand, and use of horse when requested. Thankful for past patronage and solicitation for a share in the future, at the old stand. Calls attended to at all hours. THE ELLIOTT GIN SHOP. J. M. ELLIOTT & CO.

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Westchester Fire Insurance Company of New York. Glen Falls Insurance Company of New York. Rochester German Insurance Company of Rochester, N. Y. Cotton risks a specialty. Solicits share of public patronage.

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Prepared only by E. C. DeWitt & Co., Chicago. The 5¢ bottle contains 2 1/2 times the 25¢ size.

Tax Returns—1902.

The office of the County Auditor will be open for receiving tax returns from January 1st to February 24th—returns to be made of real estate and personal property. A penalty will accrue when parties fail to make returns within the above mentioned dates. All male citizens between the ages of 21 and 60 years are liable to poll tax, unless otherwise exempt, and are required to make return of same.

The Auditor or his deputy will be at the following places on the days specified:

Aiken, Monday, January 13. Backland, Tuesday, January 14. Watling, Wednesday, January 15. Chesapeake, Thursday, January 16. Woodward, Friday, January 17. White Oak, Saturday, January 18. Chadden's Grove, Monday, January 20. Flint Hill, Wednesday, January 22. Langtown, Thursday, January 23. Centerville, Friday, January 24. St. L. Cooper's, Saturday, January 25. Blithewood, Tuesday, January 28. Ridgeway, Wednesday, January 29. Hub, Friday, January 31. Jacksonville, Tuesday, February 4. Monticello, Wednesday, February 5. J. L. RICHMOND, Auditor Fairfield Co. 12-13